

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION ENHANCEMENT FUNDS WORKING GROUP

Wednesday, May 30, 2001
MAG Office Building, Suite 200 - Saguaro Room
302 North First Avenue, Phoenix

MEMBERS PRESENT

Councilman Phil Gordon, Co-Chair, City of Phoenix	Reed Kempton, Maricopa County, representing the MAG Pedestrian Working Group
Lloyd Harrell, Co-Chair, Chandler, representing the MAG Management Committee	*Andre Licardi, representing the Arizona Commission of the Arts
Grant Anderson, Goodyear, representing the MAG Street Committee	Mary O'Connor, Tempe, representing the MAG Regional Bicycle Task Force
Angela Dye, representing the Arizona Society of Landscape Architects Arizona Chapter	Doug Kupel for Shereen Lerner, representing Archaeological and Historic Preservation (Arizona Preservation Foundation)
Marcie Ellis, representing the West Valley Fine Arts Council	

*Those members neither present nor represented by proxy.

OTHERS PRESENT

Rose Arck, Camelback East Village Committee	Brian Pirooz, Surprise
Paul Barnes, Camelback 24 th Street Single Family Coalition	Michael Powell, Avondale
Dawn M. Coomer, MAG	Tami Ryall, Gilbert
John Driggs, Phoenix	Bill Scheel, Phoenix
Larz Garcia, ADOT	Buzz Slavin, Biltmore Area Partnership
LeRoy Gaintner, Biltmore Area Partnership	Andrew Smith, ADOT
Roger Hallsted, Tempe	Greg Stanton, Phoenix
Brian Kearney, Downtown Phoenix Partnership	Elizabeth Thomas, Tempe
Amy MacAulay, Scottsdale	Lynn Timmons, Phoenix
Maureen Mageau-DeCindis, RPTA	Karin Valentine, Arizona Office of Tourism
Beth Maybaum, Goodyear	Jessi Watkins, Phoenix
Chris McMurdy, Goodyear	Shannon Wilhelmsen, Tempe
Paula Moloff, Glendale	Katherine Wischart, Phoenix
Karl G. Obergh, F.Q. Story Neighborhood	Sharon Wood, Phoenix
Jones Osborn, Arizona Biltmore Estates Village Association	Aaron Woodward, Chandler

1. Call to Order

Co-Chair Lloyd Harrell called the meeting to order at 1:35 p.m.

2. Approval of the August 21, 2000 Meeting Minutes of the Enhancement Funds Working Group

Angela Dye requested a correction of her affiliation from the “Arizona Society of Landscape Architects” to the “American Society of Landscape Architects, Arizona Chapter.” Grant Anderson moved to approve the meeting minutes of August 21, 2000 with the correction noted by Ms. Dye. Ms. Dye seconded the motion, and the motion passed unanimously.

3. Introduction of Working Group Members and Members of the Audience

Committee members and audience members introduced themselves.

4. Update on the Enhancement Fund Process

Dawn Coomer, MAG staff, provided a brief summary of the Enhancement Fund Program and changes to the enhancement fund process. Once the applications were turned in to MAG, they were reviewed by MAG staff. The MAG Regional Bicycle Task Force and MAG Pedestrian Working Group also reviewed bicycle and pedestrian applications. The comments made by MAG staff and the MAG committees have been forwarded both to applicants and members of the MAG Enhancement Funds Working Group. The issues raised by the committees and MAG staff will be addressed today during the review by this committee.

Last year not all projects could be forwarded to ADOT since the number of projects submitted from the MAG region exceed the funding available statewide. This year, all of the applications will be able to be forwarded to ADOT. There is \$7.5 million available for local projects, or projects on locally owned right-of-way, and \$5.5 million for state projects. This year, 28 projects were submitted. Twenty of those projects are for local funds, and 8 projects are for state funds. The local applications total approximately \$6.7 million and the state applications total approximately \$4.1 million.

There are some changes to the application from last year. This year, ADOT is requiring a letter of support from the project sponsor. For local applications, this means that a local person, such as a city manager, will need to sign the project as a project sponsor. In addition, a letter of support for the project is needed from higher level staff, such as a city manager, or from a council member or mayor. For state projects, applications need to be signed by a district engineer and a letter of support is also need from a district engineer.

The next meeting of this committee on June 11 will have a ranking of the applications. Members of the committee are receiving their ranking forms today and a copy of the evaluation criteria used for each of the projects was included with the agenda mailed for this meeting. A tentative meeting has been scheduled for additional ranking, if needed. Applicants are encouraged to attend this ranking meeting as well.

5. Call to the Audience

Co-Chair Phil Gordon, upon conferring with the committee, decided to combine this agenda item with item six (6).

6. Review and Discussion of Round IX Enhancement Fund Applications

The Working Group reviewed and discussed the Round IX applications. Co-Chair Gordon asked if there were any scheduling concerns to address, and some applications were taken out of order as a result.

Avondale, Coldwater Park to Community Park 2 Agua Fria Connector Route (Local Project)

Michael Powell provided an overview of this project. It will connect Coldwater Park and Community Park 2, and includes two pedestrian bridges under Van Buren and I-10 and related trail work. The Flood Control District is partnering on the project, and connects to new developments in the area.

Marcie Ellis asked what the length of the project was, and Mr. Powell replied that the project is two miles long. Mr. Powell provided some additional description of the project. Ms. Ellis asked if the project would cross the freeway, and Mr. Powell answered affirmatively. He added that the project includes safety railing.

Grant Anderson asked if a letter of support from the Flood Control District was available. Mr. Powell said that a letter of support has been received. Dawn Coomer confirmed that the letter had been received, as well as support letters from WESTMARC.

Mary O'Connor asked for some clarification of the project. Is the project ADA accessible? Mr. Powell said that portions of the project will be ADA accessible. This corridor is a maintenance road, and it will not be paved. The project is simply making improvements to what is already an existing maintenance road. Ms. O'Connor pointed out that ADA accessibility relates to slope, width and surface. Mr. Powell said that width and slope is not an issue. The surface may be an issue. Safety railing is included in the project. Ms. O'Connor suggested that MAG staff could assist with determining if the project could meet ADA guidelines.

Co-Chair Gordon said that all questions raised by the Working Group today need a written response from the applicant prior to the projects being ranked at the next meeting. Ms. Coomer said she would obtain this information from applicants.

Angela Dye asked if the project match could be increased. Mr. Powell said the match could not be increased at this time. Mr. Powell added that Avondale has demonstrated its commitment to implementing the West Valley Recreation Corridor more than any other community along the Corridor. Ms. Dye added that the cost estimate needs more detail. How much is railing and how much is grading? These elements should be listed and costed separately.

Ms. Ellis suggested that a southeast area bicycle group could provide a support letter for the application. She asked why the project was urgent this year. Mr. Powell said that the land is there, and that this project will create momentum necessary to help implement the entire West Valley Recreation Corridor.

Phoenix, Camelback Core Pedestrian Enhancement Demonstration Project (Local Project)

Councilmember Greg Stanton addressed the Working Group. He said the potential for a high-quality pedestrian environment is very great in this area. There are lots of activities in the area throughout the day and into the evening and night hours. There is a need to improve this core area by funding this project. Safety needs to be increased by enhancing the crossings, providing shade and rest areas. There are 70,000 vehicles per day along Camelback Road. There have been two pedestrian fatalities in this area.

Rose Arck of the Camelback East Village Committee addressed the Working Group. She has been involved in the Village Planning Committee for quite some time. There is a need to provide a way for pedestrians to move about in this area. Since the plan funded by a grant from MAG has been developed, there have been more commercial and more condominiums built in the area. There is a need for pedestrian refuge areas. These don't conflict with the bridge already funded for 25th Street and Camelback since both projects have different purposes. The goal of this project is to make the environment more comfortable for pedestrians.

Paul Barnes of the Camelback - 24th Street Single Family Coalition addressed the Working Group. He was Chair of the Village Planning Committee when the MAG plan was developed. This area should be pedestrian-friendly and safe. There are 1,000 single family homes in this area.

James Osborn of the Biltmore Village Estates addressed the Working Group. He represents 1,500 units in the area. This entire development is within walking and bicycling of the 24th Street and Camelback Core, but residents aren't currently comfortable using these modes due to the safety issues in the area.

Buzz Slavin addressed the Working Group as a representative of the Biltmore Area Partnership. This is a mixed use area with lots of fast-moving traffic. People are not comfortable walking across the street due to close calls with traffic. Many have to drive across the street. This area needs to be friendly for pedestrians.

Mary O'Connor asked some questions of the applicant. Are bike lanes being added along Camelback Road? These should be considered by Phoenix staff. Textured pavement can pose problems for ADA users. Any pavers should be at the edges of the pedestrian travel way. Will there be bulbing at the intersections or will the ramp be widened? Directional curb ramps are needed to meet ADA guidelines and to be sure that visually impaired persons don't go in the wrong path. Bulbing at intersections is not desirable.

Ms. O'Connor added that a median ramp opening should be ADA accessible. In addition, canopies in the pedestrian walkway can create an obstacle. Trees may be a better alternative. Finally, a monument sign is not pedestrian-friendly unless a way finding feature is incorporated. This element might be better if funded locally.

Councilmember Stanton said the project would be ADA compliant. He introduced Katherine Wisheart, Phoenix staff, to answer any additional questions. Ms. Wisheart said that canopies would be cantilevered from poles to be out of the pedestrian travel way. No additional poles will be added. The monument sign is part of the theme developed in the MAG-funded plan. A way finding system is incorporated. Commercial areas are required to complement the way finding system and incorporate it into their developments.

John Siefert stated that there are bike lanes on 20th Street and that this feature will be expanded in the application. Ms. O'Connor suggested that the monument sign feature also be explained in the application.

Co-Chair Lloyd Harrell asked why this project was not chosen by the TERC last year when it was submitted. Dawn Coomer responded that there were many excellent projects from the MAG region, and that we only obtain five or six projects each year. Phoenix had received funding for the 7th Avenue project, which was a higher priority for them at the time.

Grant Anderson said that the pedestrian queuing areas are fairly large already. What can be done to the median? It's size needs to be increased. Will a traffic lane be removed? Ms. Wisheart said that the travel lane width will be reduced to accommodate the median. Ms. Dye confirmed that the lanes are fairly wide along Camelback Road.

Reed Kempton said that bikes need to queue in the bike lane, not on the sidewalk. This comment should be removed from the application.

Doug Kupel asked about the impact on traffic in the core area. Ms. Wisheart said that traffic counts increase in the p.m. and lunch since people are unable to walk. Mr. Kupel suggested expanding on this fact in the application.

Marcie Ellis asked if an artist would be involved in the shade structures. Their appearance should be described graphically in the application. She added that Tempe has done a great job on involving artists in their shade structures.

Co-Chair Gordon said that the city provided some arts funding to the 7th Avenue project last year and encouraged Councilmember Stanton to check into the availability of this funding.

Mr. Anderson asked how this application ranks within the city of Phoenix, since they have submitted multiple applications. Co-Chair Gordon said this information could be provided to Working Group members prior to ranking at the next meeting.

Phoenix, Preserving Historic Vistas/State Route 202/Tovrea Castle (Local Project)

Rick Naimark addressed the Working Group. This application, if funded, would purchase property to preserve a historic site. There are 43 acres in the site. Nineteen acres have been purchased with ISTEAF funding. Parcels are now being sold for development. There is \$4.5 million available from a bond

election. The area has been appraised at \$10 million. This grant will preserve a view corridor seen from Loop 202 and Van Buren. The prior grant funded trail development.

Karin Valentine of the Arizona Department of Tourism addressed the Working Group. This project would have several positive impacts on tourism for the state. Patricia Nelson of the Phoenix Convention and Visitors Bureau addressed the Working Group. She strongly endorsed the application. John Driggs addressed the Working Group. This project will benefit all of the region, not just Phoenix. Others can use improvements to the site; there is a lot of opportunity.

Doug Kupel asked how historic preservation projects are ranked with all the other projects, since most projects submitted are bicycle or pedestrian projects. Co-Chair Gordon replied that this issue would be addressed in the ranking. After the Working Group does an initial ranking of applications, the rankings are discussed and adjusted if needed. Ms. O'Connor added that projects that meet multiple criteria are typically ranked higher also.

Mr. Anderson asked why bother asking for \$500,000 if this is a \$5 million dollar project? Mr. Naimark replied that this project is \$10 million in scope, not \$5 million. The bond funding is not sufficient to cover the property appraisal. Ms. O'Connor asked if this project is eligible for state funding. Co-Chair Gordon said that this is the only property being funded through the bond money. They are working to piece together funds from as many sources as possible to preserve this historic area. He asked Larz Garcia if this could be considered a state project. Mr. Garcia said that the project must be on ADOT right-of-way, signed by a district engineer and with a district engineer support letter. He said that the TERC would probably not consider this a state project. Co-Chair Gordon said that the Working Group could recommend that ADOT consider this a state project.

Phoenix, 2nd Avenue Bicycle, Pedestrian and Landscaping Enhancement (Local Project)

Kristina Fields and Brian Kierney addressed the Working Group. Ms. Fields gave an overview of the project. She described the numerous commercial and residential destinations in the area. The project is one block from the new light rail line and close to Central Station. The design is being funded by other city departments. Mr. Kierney, Downtown Phoenix Partnership, addressed the Working Group. The Partnership is working closely with Phoenix to create this project. It is intended to be a neighborhood amenity. He supports the project as part of the revitalization of downtown.

Ms. O'Connor said that the application is much improved from last year. The lights should be pedestrian-level, rather than benefitting autos, and this should be indicated in the application. The picture shown in the appendix doesn't appear to be accessible for all persons. The application should state that this picture is just an idea for the area, rather than the actual design. Ms. O'Connor asked about the width of bike lanes. She noted they should be six feet of pavement.

Ms. Fields said that the bike lanes will comply with AASHTO and include a five foot minimum of riding surface. Other concerns mentioned by the Working Group can be addressed when the application is revised.

Mr. Kupel asked about the impact on the project design on the history of the area. When putting the project north of Filmore, it may be important to look at the historic pattern of neighborhood development. There may be a need to incorporate some type of linkage between the two projects that considers the historic area.

RPTA, Bicycle/Pedestrian Safety Program (Local Project)

Maureen Mageau-DeCindis addressed the Working Group. This project is part of the “Kids Walk to School” program. The project includes posters and giveaways. The project will work with schools, police departments and cities. Advertising will occur with Channel 3.

Grant Anderson asked how this project was different from the Glendale Bike Box Program. Ms. DeCindis said she had not read the Glendale application. Paula Moloff said that the Glendale project provided a box of safety materials distributed to schools.

Mary O'Connor added that the Walk Your Children to School Day is a national program. There are three local cities (at least) already involved in this program, including Tempe, Phoenix and Scottsdale. The application should show coordination between these cities. Ms. DeCindis said that these cities have reviewed and assisted in preparing this application. Angela Dye suggested obtaining letters of support from these cities.

Phoenix/FQ Story Historic District, Intersection and Walkway Improvements, Phase II (Local Project)

Karl Obergh addressed the Working Group. The neighborhood association has been working with the ASU School of Planning and Architecture to design this project. Their goal is to create a neighborhood that is safe for pedestrians. They received another grant from the transportation enhancements program in 1999. They have just started the design process with the preparation of a design concept report, and are working with Phoenix to make sure the development process stays on track. This grant will build on the grant received before. There is lots of cut-through traffic and a few fatalities in the area.

Co-Chair Lloyd Harrell asked where the local match is coming from. Mr. Obergh said the match is being paid for by the neighborhood association. It's funded from a tour of historic homes in the neighborhood, and is already secured. The neighborhood is also funding the DCR, although the City is helping to fund the environmental assessment.

Mary O'Connor said that the pressed concrete needs to meet ADA standards. Also, the lighting should be for pedestrians rather than cars. She suggested that the neighborhood association work with Phoenix to do appropriate lighting for the area. It will be important that the project meet historic preservation guidelines. The application should be written to emphasize that pedestrian safety will be enhanced rather than traffic calming. There are some funding eligibility issues with traffic calming projects.

Mr. Obergh said that he simply amended the application which successfully received funding in 1999.

Co-Chair Gordon suggested that the application be written as a pedestrian project. The City can provide adequate lighting. Pedestrian-level lighting should be provided as a part of this project.

Doug Kupel said that this application has many construction impacts. Some improvements may not actually be historic, such as traffic circles. This application should be reviewed by the State Historic Preservation Office or Phoenix Historic Preservation. This isn't really a historic preservation project.

Goodyear, Historic Railroad Station at the New Goodyear City Center (Local Project)

Chris McMurdy addressed the Working Group. She stated that this project is historically significant. The project aims to acquire the railroad station and move it to the new Goodyear city center. A letter of support from the property owner has been obtained. The planning process is underway, and the process of working with the State Historic Preservation Office is also underway, but will take a bit more time.

Co-Chair Gordon said that Goodyear needs to work with the state historic preservation office. This building may not qualify for designation as a historic site once its moved, so it may not really qualify under the funding category indicated on the application. Mr. Kupel added that an argument could be made that the project is still historic even if moved, perhaps because of architecture or some other feature that doesn't need to be location-specific. Ms. McMurdy indicated she would approach the issue from this perspective.

Larz Garcia asked if the application was just to purchase the building. He said that an appraisal is needed. Federal funds can be used for moving the building.

Ms. McMurdy said she would work to obtain a letter from the state historic preservation office.

Scottsdale, Indian School Road Canal Bank Enhancement (Local Project)

Amy MacAulay addressed the Working Group. She said that a letter of support will be obtained. A prior grant received from Scottsdale had a developer default in downtown. This project application refers to a completely different project. Ms. MacAulay offered to answer additional questions from the Working Group.

Grant Anderson said that the CAP is not in this area. Ms. MacAulay said the map will be corrected.

Mary O'Connor said that most of the funds are for wall and railing. Is this a safety project? Ms. MacAulay said that this project will match funded improvements in Phoenix. It is included in the Sun Circle Trail and in the Rio Salado Loop Trail. Improvements will widen the top of the bank and will remove a steep slope. The project removes a significant hazard.

Angela Dye said that the cross-section in the application refers to 40th to 60th Streets. Ms. MacAulay said the cross-section is for the Phoenix part of the project. Scottsdale will do 60th to 64th Streets. Ms. O'Connor suggested clarifying the application. Grant Anderson asked if this project will be ADA

accessible. Ms. MacAulay said that the surface is not ADA accessible. Mr. Anderson asked if there was a use agreement with Salt River Project (SRP). Ms. MacAulay said that verbal support has been obtained from SRP and they would support the project as with other projects in Scottsdale.

Co-Chair Gordon asked Larz Garcia why the funds previously allocated to Scottsdale were not back in the statewide pot of funding for enhancements. Mr. Garcia said that the prior project was linked to a developer contribution which never materialized. The City does want to complete this project. Ms. O'Connor said there are only three years to obligate a project. Co-Chair Gordon said that these funds should not be held without a process to grant and extension for the project. Mr. Garcia said that the City did work with ADOT and has met their obligation.

Co-Chair Gordon said that ADOT should provide a list of projects that are past due. This issues should also be discussed at the TERC and at the next meeting. Dawn Coomer said that ADOT has provided a list to MAG staff, and said that this information would be included with the next agenda.

Surprise, Grand Avenue SR 60 (State Project)

Brian Pirooz addressed the Working Group. The project is all on ADOT right-of-way. The landscaping will enhance the median. The staff comments will be addressed in the next submittal. Angela Dye asked how this is a bicycle/pedestrian project. Mr. Pirooz responded that any questions will have to be referred to others in the city, but that responses can be provided before the next meeting.

Glendale, Grand Canal Timber Bridge and Multi-Use Connector Path at 79th Avenue and Missouri (Local Project)

Glendale, Children's Pedestrian/Bicycle Safety City (Local Project)

Glendale, Agua Fria Freeway Loop 101 Median and Bridge Enhancements (State Project)

Paula Moloff stated she could answer any questions on the three Glendale projects submitted. She said that a written response to questions can be provided prior to the next meeting.

Reed Kempton asked if the Safety City project is a park project. He stated that Glendale needs to provide bike lanes to get people to the park. This is an issue with this project. Grant Anderson said that Glendale does have bicycle lanes on collector streets. Mr. Kempton said that the park is on an arterial, and that a bike lane is needed to get people to the park. Ms. Moloff said that the park does link to bike routes. The goal of this project is to help children learn how to be comfortable walking and biking, and how to ride defensively.

Mary O'Connor said that the Safety City is a good concept. However, the landscaping cost includes \$175,000 of irrigation. Is this all turf? Can ADOT fund this? This should be directly related to the Safety City, and not the park. Larz Garcia confirmed that ADOT can pay for turf.

Angela Dye agreed that the irrigation system is costly. Ms. Moloff said that the 23 acre park is being funded with different money. Some greenscape is needed for shade. The cost of landscaping can be reduced; the priority for the funding is the Safety City project. Ms. Dye said that the application needs to emphasize that the Safety City is a part of a larger project.

Lloyd Harrell asked for a local ranking of the projects submitted since multiple applications were submitted from Glendale. Dawn Coomer state all applicants would be asked to provide this information for the Working Group at their next meeting.

Gilbert, Powerline Trail Multi-Modal Path (Local Project)

Gilbert, Santan Vista Trail, Multi-Modal Path, Eastern Canal (Local Project)

Tami Ryall addressed the Working Group to provide information on both Gilbert projects. She referred to the photos for the Powerline Trail. There are several canals in the area. The bottom photo shows the finished path, and the top photo shows what exists now. This path links to the regional library. Angela Dye asked about the priority for the Gilbert projects, and Ms. Ryall said that the Powerline Trail is their highest priority.

Ms. Ryall said that Santan Vista is important to provide off-street travel options for bicyclists and pedestrians. Grant Anderson asked if there were agreements with lienholders in place, and Ms. Ryall said that Gilbert was working with SRP. SRP has granted several other use agreements to Gilbert for other projects.

Ms. O'Connor said that the paths should be 12 feet wide if possible. Also, what is used for crossing arterials? Are signals used? Ms. Ryall said that flashers to warn people of the upcoming trail are used. She said additional information could be provided to the Working Group at a future time. Ms. O'Connor suggested calling the "trail" a "path." to avoid confusion.

Chandler, Western Canal Bike Path, Alma School to Hamilton (Local Project)

Brian Latte addressed the Working Group. This component is the third segment of a trail system. This segment is 1.5 mile long. Other segments in Tempe have been funded. Ms. O'Connor asked if concrete should be used instead of asphalt to avoid maintenance. Mr. Latte said he would consider using asphalt. The path will meet AASHTO and ADA.

Reed Kempton asked if this route was safer than arterials. How would arterials be crossed by path users? Mr. Latte said that a gateway feature will be used at Alma School. The crossing will be unsignalized with a median refuge. A similar crossing will be used at Dobson and Arizona Avenue. Signals may be added later if needed. Ms. O'Connor suggested that Chandler examine the mid-block crossing report prepared by MAG and Tempe. Lloyd Harrell asked how Tempe handles mid-block crossings. Ms. O'Connor said that this path is in design in Tempe. The crossing type varies by street characteristics, such as traffic volume and speed.

Chandler, Retention Basin Landscaping (State Project)

Mr. Latte stated that this project is important to improve the aesthetics of the area. Dawn Coomer stated that a letter of support from the District Engineer is needed for this project and the other Chandler state projects. Ms. O'Connor asked if there was a pedestrian element in the application, and Mr. Latte said that a letter answering the questions raised by Staff and the Working Group would be addressed.

Tempe, 13th Street Pedestrian & Bikeway Improvements, Landscape & Artist-Designed Elements (Local Project)

Elizabeth Thomas addressed the Working Group. This project will provide continuous bike lanes that are six feet wide. The lanes may decrease to 5 feet in width at intersections. The lanes will be colored in concrete or asphalt. Landscaping will include shade trees and ground cover.

Ms. Dye asked about Tempe's priorities. Ms. O'Connor said that the US 60 project is their highest priority, followed by 13th Street and West Dam.

Tempe, US 60 @ County Club Way Bicycle/Pedestrian Bridge& Multi-Use Path (State Project)

Ms. Thomas said that the local match is exceeded in this project. The other concerns raised in the application will be addressed in the revised application. Ms. O'Connor said that the amount of funding ADOT is contributing to the project is not available. ADOT has committed to construct the bridge, and Tempe will fund the aesthetic portions of the project.

Tempe, West Dam Bicycle/Pedestrian Bridge (Local Project)

Roger Hallsted stated that a city manager letter will be obtained, and that this project will integrate with the performing arts center.

MAG et al., Southeast Valley Multimodal Facilities Master Plan (Local Project)

Dawn Coomer stated that the concerns raised by the Regional Bicycle Task Force are being addressed. This project is eligible for funding.

Litchfield Park, Litchfield Road Regional Connection Pathway (Local Project)

Wickenburg/ ADOT, US 60 Multi-Use Path (State Project)

Co-Chair Gordon said that applicants listed above should have a chance to respond to the comments raised on their applications before the next meeting of the Working Group. Comments should be turned in to MAG staff by 5:00 p.m. on Thursday and forwarded to the Working Group on the Friday prior to the meeting.

Co-Chair Harrell asked for a review of rankings that were done by the Working Group last year at the next meeting.

7. Other Items Relevant to the Round IX and Future Enhancement Fund Applications

This agenda item was deferred to the next meeting.

8. Future Meeting Dates

The next meeting of the Enhancement Funds Working Group will be held **Monday, June 11, 2001 at 1:30 p.m.** at the MAG office. The purpose of this meeting will be to rank enhancement fund applications.

If necessary, a tentative meeting has been scheduled for **Monday, June 25, 2001 at 1:30 p.m.**

The meeting adjourned at 4:35 p.m.